WRECK SECTION.

Rpt. 9. No. 328. No. 15194

REPORT OF SURVEY FOR REPAIRS, &c., OF ENGINES AND BOILERS

(Received at London Office 31 JUL 1942)

Date of writing Report 27-7-1942 When handed in at Local Office 28-7-1942 Port of BRISTOL

No. in Y. Book. 6382 Survey held at AVONMOUTH Date. First Survey 14-7-42 Last Survey 27-7-1942 (No. of Visits 5)

on the Machinery of the ~~Wood, Iron or~~ Steel M.V. "EMPIRE HOPE"

Tonnage { Gross 12688 / Net 7670

Nominal Horse Power 2472

Vessel built at BELFAST By whom HARLAND & WOLFF LTD When 1941 10 (Year. Month.)

Engines made at BELFAST By whom HARLAND & WOLFF When 1941

Boilers, when made (Main) ✓ (Donkey) 1941

Owners MINISTRY OF WAR TRANSPORT Owners' Address ✓ (if not already recorded in Appendix to Register Book.)

Managers SHAW SAVILL & ALBION CO. LTD Port BELFAST Voyage ✓

If Surveyed Afloat or in Dry Dock AFLOAT (State name of Dock.)

Number of Main Boilers ✓

Number of Donkey Boilers 2

Steam Pressure— Main Boilers ✓ Donkey Boilers 100 lb

Last Report No. 3301. Port WLN.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER. ✠ for Special Survey Date of last Survey and of Periodical Surveys.	Years assigned now expired.	Machinery and Boiler Surveys (including date of N.B., if any).
✠100 A1		✠LMC 1941
with freeboard 12/41		TS CL.
6.42.		+Lloyd's RMC
		3.42.

Insert Character of Ship and Machinery precisely as in the Register Book.

Particulars of Examination and Repairs (if any) LMC CS.

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and sides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined ✓

Was a damage report made by anyone else? If so, by whom? ✓

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓

" " Donkey " " " ✓

If this was not done, state for what reasons DB's NOT DUE FOR SURVEY. Oil Engines Continuous Survey.

In what parts of the Boilers could not be thus thoroughly examined? ✓

In what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

The latest date of internal examination of each boiler ✓ Present condition of funnel(s) ✓

Did the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Did the Surveyor examine the drain plugs of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Did the Surveyor examine all the mountings of the Main Boilers? ✓, and of the Donkey Boilers? ✓

Has the screw shaft now been drawn and examined? ✓ Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has shaft now been changed? ✓ If so, state reasons ✓

Is the shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

The date of examination of Screw Shaft ✓ State the distance between lignum vitæ or bearing metal of stern bush and top of after bearing of screw shaft ✓

Engine parts, when referred to by numbers, should be counted from forward.

Is electric light and/or power fitted ✓

If so, did the Surveyor examine the generators, motors, switchgear, cables and fuses? ✓

Is the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms.? ✓

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done To complete LMC CS see form 7E.

LMC CS now done:- Nos 2 & 3 Port main engines including top & bottom pistons, exhaust pistons, exhaust piston cross-head and side rods, top, bottom and exhaust cylinder liners and side rod eccentrics examined and found to be in efficient working order. (Cert. B1. (CS) issued copy of which is attached)

NOTE At the request of the Owners Representative the worm wheel and worm drive of the electric steering gear were examined, and the bearing of the worm on the worm wheel was found to be uneven, but not sufficiently to cause excessive wear. The gear is considered efficient and no recommendations have been made at this time.

General Observations, Opinion, and Recommendation:— This vessel's machinery as now seen is in efficient working order and eligible in my opinion to remain as classed in the Register Book with record LMC CS with date when the survey has been completed.

(State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9,11, B.&M.S. 9,11, ✠L.M.C. 9,11, or ✠LMC CS 2,34, 140 lb., F.D., &c.)

Is a Certificate required? If so, to be sent to

Survey Fee (per Section 29) £ : :

Special Damage or Repair Fee (if any) (per Section 29.) £ : :

Travelling expenses (if chargeable) £ : :

Fees applied for ..... 19.....

Received by me, ... 19.....

T. E. Pritchard

Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute FRI. 14 AUG 1942

Assigned As now

W1195-0078

C.S. advanced
Steering engine examined

It is submitted that this vessel is eligible to remain as CLASSED.

Yhm
12.8.42

RETAIN

RETAIN